

Picture of the Month



The few die hards who stuck around until the last airplane left after Barnstormer Days were treated to a couple of low passes from a visiting T-6. Professional photographer, Gary Gullett, captured this breathtaking shot from the hill.

Pride and Humility

By Capt. Denny Hall

With over 14,000 hours of flight time, training, and experience, one fact is indelibly etched in my mind. If the runway environment is lost you go-around, wave-off, do not attempt to land. With the exception of certain Cat III, Auto-land approaches, 99 percent of all landings hold one fact to be self-evident; if you lose sight of the runway execute a go around. You know what I am talking about. Who can argue that simple fact?

Tail dragger pilots will argue it, that's who.

Having gone the route of Navy Attack Pilot, Air Guard Fighter Pilot, and now Airline Captain I decided to revisit my General Aviation roots.

Through my years of experience I have noticed my stick and rudder skills becoming rusty as a result of flying highly automated aircraft. Yes, the automation does a wonderful job and frees the pilot to concentrate on other important matters that pertain to the "big picture" of aircraft, crew, and passenger safety. However, when utilized to the degree that certain airline manuals recommend, the automation can certainly diminish basic pilot skills. Does Asiana Airlines Flight 214 hand-flying accident in San Francisco come to mind?

Many factors were involved in that accident. In my study of airline

Editor's Note

A few weeks ago our friends **Larry and Leslie Schubert** invited us to join them in a trip to the Washington Island Fish Boil Fly-in. We were tempted by the awesome meal that was promised, but we had to give this careful consideration. We have never landed our Mooney on a grass surface and our partnership agreement stipulates no landings on turf without agreement from all partners and a minimum runway length of 2,000 feet. This small island airport at the tip of Door County, WI (2P2) has two runways; both turf and each about 2,200 feet in length.

Larry assured me that "fancy-pants airplanes" fly in there all the time (his term for aircraft with retractable gear). So I turned to the Internet to do some research.

Airnav listed 14/32 in "fair" condition and 2/20 in "good" condition but we all know that Airnav is not always up-to-date. I Googled "landing at Washington Island" and found some videos of airplanes landing there on YouTube. The first one was a Pilatus, which was encouraging but the runway looked very rutted and the video wasn't recent.

Eventually we came across a Mooney flight plan from Champaign to P2P on Flight Aware from about six weeks earlier. Bingo!

Now this is the part where it gets decidedly creepy. We really wanted to hear a Mooney pilot's personal opinion of the runway and so began the cyber-stalking incident. (I am not writing this from a jail cell so rest assured it all turned out okay!)

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mishaps, this Asiana accident stands out in my mind as not only pilot confusion with the automation, but primarily a lack of stick and rudder skills. Skills that were no doubt once sharp, but diminished by the use of too much automation. Apparently many in the airline industry agree with this perception because six months after Asiana's accident, my airline incorporated more hand flying into it's simulator syllabus.

Due to sophisticated cockpit electronics coupled with auto-pilot systems, I felt that I had been losing some basic flying skills back when I flew the 767. Perhaps that is why every pilot I flew with, including myself, did more hand-flying than our company manuals suggested or required. Flying the 777 made this fact even more apparent to me. I knew that I needed to get back into flying and thought that perhaps having a personal airplane that had no auto-pilot of any kind would hone my skills and even pay dividends should an emergency arise while flying my airline passengers and crew.

My first step was to renew my Flight Instructor certificate, which I had not used since I instructed at my alma-mater before and after graduation. Rather than a simple renewal I decided to add the multi-engine instructor rating (MEI) which autoupdated my previously held single engine CFI and CFI-I.

The following season it was time to further expand my general aviation horizons and get a float plane rating. I sought the challenge by going to Alaska and adding a little Bush Pilot experience to my repertoire. Mission accomplished, however I still needed and wanted more.

The ext step was a tail wheel endorsement. What could be easier? It is merely an endorsement not a certificate or rating and no "check



Galt pilot Denny Hall with the Pitts Special S-2A he bought from his instructor two months after getting his tailwheel endorsement.

ride" in the traditional sense is required. Pure fun without the pressure, right? Maybe yes, maybe no because I was about to meet my nemesis.

Flying the Decathlon was fun and landing it was not that difficult. I just had to be cognizant of that ground loop thing and not allow myself to relax for a second during takeoff, landing, or taxiing until the engine was shut down. After the first or second landing it became easy to land. I just told myself to never forget what I had learned and I moved on with confidence.

I felt ready to proceed to the reason I chose this particular flight school; the instructor also owned a Pitts Special (S-2A). If I was going to get a tail dragger endorsement why not get it in a plane with a reputation? A plane with an attitude. I had just mastered landing the Decathlon, at least in my mind I had, so why not take it one step further and master the technique of landing the Pitts?

Although I write this with a certain amount of bravado I was a good student who assumed nothing. I was fully aware of what I was taking upon myself and did so with a total

respect for general aviation, knowing full well that a 80 mile an hour small plane crash could kill me just as sure as a supersonic F-16 foul-up would have killed me back in the day.

So this good student and his excellent instructor strapped on his S-2A and off we went. The takeoff was interesting; very sensitive rudder controls that must be an intricate part of every maneuver, unlike a jet. Once airborne I fell in love. What a fine aircraft. Literally the closest thing to a fighter that I had flown since my Navy A-7E Corsair II and Air Guard "Viper" days.

How could that feeling be duplicated in this wood, fabric, and metal airplane, with a prop? What have I been missing all these years? I thought my Porsche Twin Turbo 911 was a satisfactory substitute for fighter jets after I retired from the Navy, but it was not even close to the feel and the feelings that this Curtiss Pitts aircraft provided me. The aircraft that Mr. Pitts called special, and special it is my friend, very special.

After much fun and maneuvering it was time to "return to

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field" and land. How hard could that be for a "master Decathlon landing expert," ha! The only thing I proved expert in during the landing phase of my Pitts training was the "go around".

My instructor, Johnny, patiently showed me his technique for landing the Pitts; "a good landing is preceded by a good pattern," he would say. "Trim often and accurately, forward slip to see the runway and lose altitude, watch your airspeed". All valid and all taken seriously and duplicated to my best ability. Then I asked the hundred dollar question; "OK Johnny what do I do in the flare when I lose sight of the runway"? His response was "well you land". My response to his response was "but I can't see the damn runway!" "Use your peripheral vision to see the runway edge on either side, but don't move your head from side to side, just look straight ahead. Don't flare too high, this isn't a 777, don't ballon during the flare, be careful the stick is very sensitive, don't over control, finger tips only on the stick, easy, steady.... go around!"

Another pattern, another opportunity to excel, another "go around". After much ado I eventually learned to land the Pitts, but not to my satisfaction. However, I did successfully finish my training and received the endorsement. I left



Denny with his S-2A at Galt.

Johnny's aircraft plantation with great humility and knowing at least one thing with great certainty; I had to have a Pitts.

After two months of shopping and convincing my wife that I needed a Pitts I purchased the very one that I had trained in when it came onto the market. Now 10 months later, and after 100 plus hours in the Pitts I am still not completely happy with my landings, perhaps I will never be, maybe that is the challenge and satisfaction of owning this type of plane. You are never completely happy with your performance. Kinda like golf.

Aerobatics practice is part of my life now. I find it interesting that many of the maneuvers I now practice for "style points" were once modern defensive and offensive fighter and attack maneuvers. Aircraft handling necessary to deliver weapons on target or shoot down the bad guy. Now these are

practiced within the confines of a box and judged by ground observers and peers. This is an entirely different approach to aviation for me which fits perfectly into my new world of aircraft ownership.

Yes, the Pitts is my first plane and my former nemesis is now my friend. A friend that has taught me humility and out of that humility came wisdom that is directly linked to honing my aviation skills to better my professionalism as an airline captain. It also just happens to be fun.

To those of you who fly and land more difficult aircraft, and to my fellow Pitts owners, my hat goes off to you. May we cross paths soon.

Is anyone interested in buying a used Porsche 911?



Denny Hall
graduated from
Embry-Riddle
in 1974 and
joined the US
Navy where he
flew A-7Es from
carriers and
flight instructed

at NAS Meridian, McCain Field in the TA-4J. He later joined the Ohio Air Guard in Toledo, OH, to fly the Air Force A-7D and the F-16C until 1997. He has flown for American Airlines for 28 years in the MD-80, B767 and B757 and is currently a Captain on the B777 based in Miami.

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Big Plans for a Little Runway

By Bill Miles

After Galt airport was awarded the well deserved status of Best Private Airport in Illinois, it was felt that our turf runway 18/36 (plus or minus a few degrees) should be improved to reflect that status.

When Justin asked me if I would like to have some fun on the runway, I thought he was suggesting something along the lines of a Stearman flight or maybe even a ride in the Extra. By the time I realized that what he had in mind was mowing the grass, I was too committed to refuse his request!

His offer of zero pay, but fantastic benefits, was happily accepted. Actually, I am delighted to have an opportunity to "give back" to the airport that means so much to me.

You may have noticed that the grass is not mowed all the way up to the fields on either side. This is because IDOT "suggested" we provide a buffer between the runway and the crops. So, the center 75 feet is all that is mowed.

Apparently they feel that we 10C pilots are not accomplished enough to remain within the 120 foot runway width and not harvest corn with our wingtips. So, sharpen up your skills and try to stay within the official 75 feet.

The next challenge for us is the length of the runway. It has been measured at 1,850 feet from the fence to the edge of 09/27, but the displaced threshold at the south end takes away 190 feet.

The north end displacement has not yet been "suggested" by the State, but if you land within the first 120 feet you are under a three degree glide slope and will probably have weeds hanging from the gear. So we probably have a 1,500 foot runway, but hey, we have all polished our



2013 file photo of the north/south grass runway at Galt Airport. When Bill is done with it I'm sure the runway will look like a Wimbledon tennis court!

short-field technique, right?

The major challenge is the condition of the turf. As some of you know, there are bare spots in three places, probably around the touchdown zones, and those spots are very rough. The turf has been aerated and rolled three times, but it is still rough. The bare spots have been over-seeded as well, but the dry conditions have not allowed the seed to germinate.

The plan is to fall-seed the runway portion with white clover, which is drought-resistant and a good source of nitrogen for the soil. The side buffer zones will be seeded in red clover, also a good nitrogen provider. White runway, red sides, and blue skies... pretty and patriotic, don't you think? I am still trying to come up with a plan to put runway numbers in with a different color or texture of grass that will stand out.

This is an interesting learning experience and if anyone has any suggestions, they will be gratefully accepted.

We will probably have to live with the current situation for the rest of this year, but hopefully in the Spring the seed will take root and we can again roll the runway smooth for a glorious 2015.

As they say up on the North side, "wait 'til next year."



Bill Miles started flying at age 12 with his Dad in his J-3 Cub and got his Private Pilot License in 1958 flying from his farm strip in an Aeronca 11CC

Chief. During college he worked at an airport and more recently he shared running the FBO at Ephraim in Door County (3D2) with 3 other pilots. He currently owns and flies a J-3 Cub which he says was a "basket case" he and his buddy restored in 1972. Bill lives at the Villas of Bull Valley in Woodstock where he is close to Galt and his "airport family."



Clockwise from top left; A Lions Club volunteer stoking the fires, a delicious lunch, Larry and Leslie with Otto and just a few of the many planes that flew in.

Continued from page 1.

We got the airplane tail number from Flight Aware and looked it up in the FAA registration database. That gave us the pilot's name and address. So we took that and plugged it into the Google search engine and in no time at all we had a phone number. (Scary how easy we can find you, isn't it?)

Everyone is friendly and helpful in the aviation community so we called the number and left a message saying we just wanted to know what his experience was with landing at P2P. We thought it was a 50/50 chance he would call back so next we called up the airport manager at P2P and asked him how the runways were looking.

The airport manager assured us that 2/20 was in very good shape; firm, even surface with very short grass and no ruts. We were happy to hear this and then the Mooney pilot actually called us back and confirmed the field was in excellent shape and he didn't have any issues landing his Mooney there.

Armed with all this information

and after checking with our partner, we gave the trip a thumbs up.

We really lucked out with the weather because the surface winds were out of the south which meant we could land on 20 with a decent headwind. Our landing turned out to be uneventful but we did have to use caution when taxiing.

After we landed, our Mooney pilot cyber-stalking victim came over to introduce himself and say hello. I guess he wasn't too upset that we tracked him down for information after all!

The whole event was extremely well organized with a plethora of volunteers parking planes, cooking and serving.

After a lovely meal and a walk to the beach it was time to depart - which meant it was time for my first short field/soft field take-off in a Mooney. There was a bit of a dip about 100 yards from the start of the runway but I had enough back pressure on the yoke to lift off before that, then I lowered the nose to pick up airspeed and, as we say in England, Bob's your uncle! Not hard at all!

Beth Rehm, Editor

Galt Flight School News

Congratulations to **Patrick Hoffmann** on his tailwheel endorsement. Patrick learned to drag his tail in the Citabria with **Dick Wydra**.

Congratulations to **Ed Brown** on passing the Ground Instructor Advanced (AGI) written test.

Congratulations to **Deena Sorci** on her first solo flight. Deena is learning to fly with Galt Chief Flight Instructor, **Justin Cleland**.

Classifieds

For Sale: The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

Wanted: Full-time Flight Instructor for Private Pilot training, discovery flights and flight club check-outs. Saturday/Sunday hours a must. Tailwheel experience preferred but not required. If you are interested, please email Justin Cleland at flightschool@galtairport.com.

EAA Chapter 932 members may advertise in the Classified section of Galt Traffic free of charge. Email the Editor to place your advertisement: editor@eaa932.org.

The Scoop on the (Er)Coupe

Attention all 'Coup-ers': The Spring 2014 issue of the American Aviation Historical Society (AAHS) Journal has a tremendous eleven page article detailing just about everything there is to know about the history of this great little 'safer' airplane. Eighteen photos, both color and black and white are included, two of which you may not have seen previously; the 'forerunner' W-1A which never went into production and the final production variant, the single tail M-10 Cadet.

According to Wikipedia "The ERCO Erco is a low-wing monoplane aircraft that was designed and built in the United States. It was first manufactured by the Engineering and Research Corporation (ERCO) shortly before World War II; several other manufacturers continued its production after the war. The final model, the Mooney M-10, first flew in 1968 and the last model year was 1970. It was designed to be the safest fixed-wing aircraft that aerospace



engineering could provide at the time, and the type continues to enjoy a faithful following."

Anyone with a serious interest in aviation, be it civil, commercial or military should look into joining the AAHS. Their quarterly Journals, 'Over 50 years of continuous

publication' are well worth the \$40 annual membership. There is also a quarterly 'AAHS Flight line' newsletter available on line. Visit the web site at www.aahs-online.org.

Jeff Hill, Sr., Contributing Editor

SocialFlight App Adds POIs

Sudbury, MA – July 1, 2014 – SocialFlight, the FREE web and mobile app that maps all General Aviation events, has added points-of-interest to its growing list of features, expanding beyond aviation events to become a resource for all aviation destinations, including the ubiquitous "\$100 hamburger".

The new release; SocialFlight 4, allows users to view over 100,000 unique Points-of-Interest (POIs), all within walking distance of airports and aviation events. Tapping on any airport or event on the SocialFlight map opens a pop-up showing the user categories of POIs nearby, as well as event summary information, airport information and even local

weather. In addition, users can filter the map to display airports based on nearby POI types such as Attractions, Food, Lodging, Transportation, Camping and Aviation Businesses.

SocialFlight 4 also includes airport information, including runways and frequencies, as well as live NEXRAD radar, METARs and TAFs. In an effort to support local aviation businesses, SocialFlight 4 provides users the ability to highlight local pilot shops, flight schools, maintenance facilities, FBOs and on-field restaurants directly within the app for a nominal fee.

SocialFlight users can search for events, add events, chat, upload photos, get email notifications, send

event notices to their friends and even add events automatically to their Google or Outlook calendar.

SocialFlight has grown rapidly since its launch just over a year ago, reaching over 200,000 pilots directly and through the SocialFlight event map.

SocialFlight is a FREE App available on the iTunes App Store for iPhone and iPad. It is also available on the Google Play Store for Android Phones and Tablets, as well as on the web at www.SocialFlight.com.

For more information, contact Where2 Interactive at info@socialflight.com or by calling (877) 564-4457.

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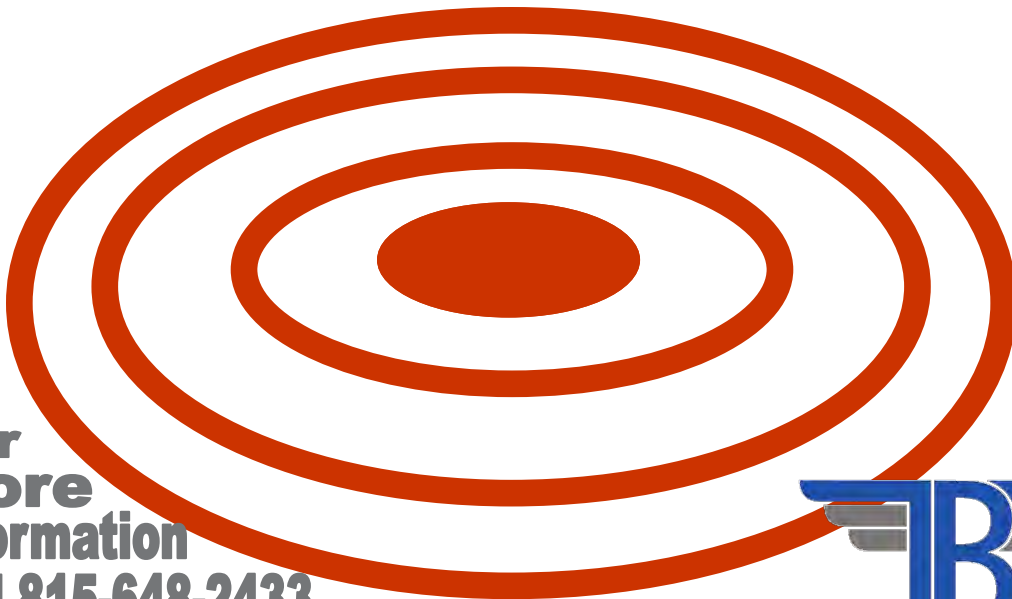
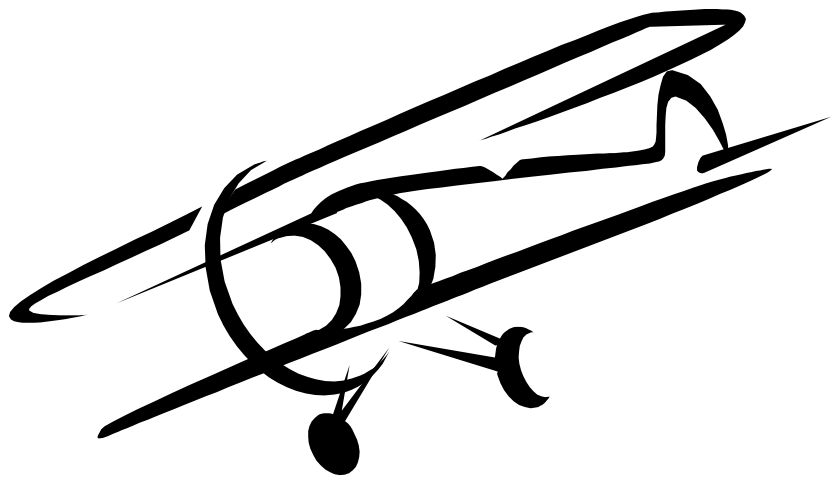
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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. Which weather conditions should be expected beneath a low-level temperature inversion layer when the relative humidity is high?

- a) Smooth air, poor visibility, fog, haze, or low clouds.
- b) Light wind shear, poor visibility, haze and light wind
- c) Turbulent air, poor visibility, fog, low stratus type clouds and showery precipitation

2) What would decrease the stability of an air mass?

- a) Warming from below
- b) Cooling from below
- c) Decrease in water vapor

3) What is the approximate base of the cumulus clouds if the surface air temperature at 1,000 feet MSL is 70 degrees and the dew point is 48 degrees F (use 4.4 lapse rate)?

- a) 4,000 feet MSL
- b) 5,000 feet MSL
- c) 6,000 feet MSL

4) Upon encountering severe turbulence, which flight condition should a pilot attempt to maintain?

- a) Constant altitude and airspeed
- b) Constant angle of attack
- c) Level flight attitude

5) Where does wind shear occur?

- a) Only at higher altitudes
- b) Only at lower altitudes
- c) At all altitudes, in all directions

Mystery Airport: Get out your sectional or use any other tools available to you and join in on finding the mystery airport at the coordinates below.

40N 56.2800
90W 25.8874

Send an email to Ed with your best guess at linejudge88@att.net.

We had three winners for last month's mystery airport quiz; **Rob Sherman** from Schaumburg, **Vincent Lynn** from Huntley and of course **Walt Weidig** from McHenry (again) who all correctly identified Prairie Du Chien.



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court

room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

Answers to the questions:
1) a, 2) a, 3) c, 4) c, 5) c.

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EAA Chapter Building Demise



The EAA 932 chapter building at Galt Airport in 2011 before the rot and mold made it unsafe to use. We used the building for meetings and projects for many years.



After much manual effort the EAA Chapter building was reduced to a pile of wood.



We all thought the building would probably fall over if anyone leaned on it or under the weight of a light snow fall! It turned out to be a lot tougher to pull down.



The charred remains of the building can be seen between the taxiway and the cabin. It must have been quite a funeral pyre!



Tugging on it with a chain attached to a pickup truck didn't work. More traditional methods requiring tools and manpower had to be used.



It was too costly to move the electrical box on the back wall, so they built a hut around it. Now it looks like an outdoor privy!

Laurence Gonzales Book Signing



By Larry Schubert

Most of the folks who have been around Galt for any period of time have read (or at least heard about) the book *One Zero Charlie...Adventures in Grass Roots Aviation*. It was written by Laurence Gonzales, an author who was pretty active at Galt back in the early 90's. And he still holds the place and its people close to his heart.

Since *One Zero Charlie*, Laurence has written many more books, most centered around survival stories. He has just published his latest book, which explores the high drama of United Flight 232, the DC-10 that lost all hydraulics and had to make a miraculous landing in Sioux City, Iowa. *Flight 232 – A Story of Disaster*

and *Survival* looks like it's going to be a great read. You can get a copy, and meet Laurence on August 10! He is going to be at Read Between the Lynes bookstore on the Woodstock square at 2:00 p.m. on Sunday, August 10 to do a book signing. We'd love to get a good contingent of Galties to come by and say hello to Laurence, and maybe even pick up a signed copy of his book!

You can get a bit more background on his latest work on his website, laurencegonzales.com. He was on "Chicago Tonight" the other evening discussing it, and it really sounds fascinating.

We hope to see you at the signing.

EAA Chapter 932

Young Eagles Event

Free plane rides for kids aged 8 to 17

Galt Airport

Saturday, August 9th, 10:00am to 2:00pm

For information contact Young Eagles Coordinator, Ed Brown at (615) 542-2790 or youngeagles@eaa932.org

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EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

May, June and August bring lots of fly-ins and pancake breakfasts. However, for the first few weeks of July there just isn't much going on. It seems like the full month's worth of aviation activities are rolled up and thrown into EAA AirVenture.

Prior to AirVenture, I did get down to DeKalb with **Mike Evans** where I ran into **Claude Sunday**, **Cliff Mackey** and **Jim Martin**, as well as a great barbecue lunch they had for pilots passing through to Oshkosh. And I heard about the amazing fish boil in Washington Island that **Beth** and **Eric Rehm**, and **Larry and Leslie Schubert** flew up to. But that's about it. July is pretty quiet in the EAA circuit.

Needless to say, by the last week of July I was more than eager to get up to the big show. And as usual, I was not disappointed. It's great to be completely immersed in all aspects of aviation for a few days.

I just got back after an outstanding weekend with my



Mike Evans sent me this picture of his and Bruce's planes and campsite. This was Mike's second visit to EAA AirVenture and his first time flying in. Note the new tundra tires on Mike's Super Cub!

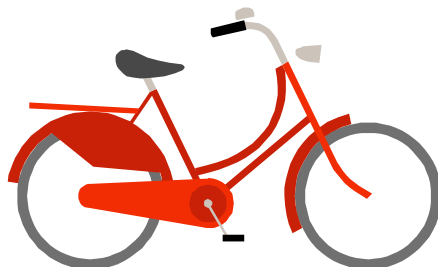
family, friends and thousands of other aviation nuts at Airventure. I'm more excited than ever to take to the sky and seek out new adventures in my Cub.

I am sure August will bring many opportunities. I hope to see many of you taking advantage of them, too.



BICYCLES WANTED

Child and adult size bikes in working condition.



JB Aviation would like to provide courtesy bikes for use in getting around the airport and on airport trails. We hope to procure several bikes and will provide a bike rack near the FBO where they will be available for people to borrow.

Each donated bike will have a plaque or decal with the name of the person who donated it. If you are interested in donating a bike please contact Rebekah at (815) 648-2433.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: July 14, 2014, 10:05 a.m.

1. **CALL TO ORDER / ATTENDANCE**

Marty S., Jean F., Mike E., Ed M., Ed B., Larry T., Don S., Jim R., Rory O., Rafael G., Larry S., Dena S., Dylan S., Tom S., Walt W., Rich K., Laura K., Emily M., Ryan M., Parker J.

2. **VOTING ITEMS**

a. Approval of Agenda – Motioned by Larry S., seconded by Ed B., motion carried.

b. Secretary's Report - None

c. Treasurer's Report - Approval of June Financial Report – Motioned by Ed B., seconded by Ed M., motion carried.

3. **PRESIDENT'S / VICE PRESIDENT'S REPORT**

See Barnstormers report below

4. **COMMITTEE REPORTS**

a. Young Eagles - Ed Brown: The August 9th rally is being advertised in the local newspapers. We will not be holding a regular monthly meeting that day. No one was interested in setting up the pancake cooker, so we will not be serving breakfast.

b. New Membership - Ed Moricoli: The roster is up to 102 members as of today!

5. **OLD BUSINESS**

a. Barnstormer's Fly In: The fly in was a great success. We had a lot to offer our guests and it was well attended. Each year this event has gotten better and I believe we have one of the best, most unique fly-ins around. I look forward to continuing to build on our progress. AND, the success of the entire thing is due to the tremendous participation of our chapter volunteers who worked really hard on the whole thing. THANK YOU to each and every person who volunteered. There are too many people to list, but if you volunteered in any way, I am talking to you. This was a giant effort and it was pulled off flawlessly. The whole thing could not have gone smoother and everyone did a fine job. Please review Jean's outstanding accounting of the event (THANK YOU, JEAN, FOR DOING THAT!) It was a lot of work, but we made some money. However, I consider the event important not just from a fundraising perspective. We also furthered the chapter goals of encouraging people to get involved in aviation and introducing them to Galt Airport and our chapter. We even picked up a few new chapter members. It was a success.

b. Operation Flapjack Accounting: THANK YOU, JEAN! Jean put together a wonderful report documenting the cost of the griddle. It cost \$1600 to make it. It was expensive, however, we will make that back quickly with future pancake breakfasts. And, it was sorely needed. THANK YOU to those who made it happen: Bob Bielawa, Patrick Hoffman, Bill Miles, Paul Sedlacek, Justin Cleland, Dave Spitzbart and Brian Spiro. Job well done!

6. **NEW BUSINESS**

a. Tailwheel checkouts at 10C! Get in touch with Justin if you are interested.

b. Saturday, July 19, 6:00 p.m.- EAA 932 25th Birthday Party & 3rd Annual Outdoor Movie

c. Larry Schubert – Lawrence Gonzales book signing will be held August 10th, 2:00 at Read Between the Lynes bookstore on the Woodstock square.

d. Claude: Diane and Claude would like to thank everyone in Chapter 932 for their involvement at Galt. Today is the 1-year anniversary of their purchase of the airport. It has been an interesting business experience, different from what they're used to doing. Happy, excited and thrilled to be involved. 1 year went by very quickly.

e. Old EAA hangar will be torn down in the next week or two.

f. Marty: Name tags from the 1st order are available for pickup. Let Marty know if you would like a name tag but have not ordered one yet.

7. **NEXT MEETING:** September 13th, 2014

8. **ADJOURNMENT:** Motioned by Ed B., seconded by Ed M., motion carried at 10:31 AM.

Galt Airport / EAA 932 Calendar of Events

- Aug 8-10** Chapter 15 Boy Scouts Airfest at Lewis University (LOT).
- August 9** EAA Chapter 932 Young Eagles Rally at Galt Airport (10C), 10:00 a.m. to 2 p.m.
- August 10** EAA Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77).
- August 16** EAA Chapter 241 Young Eagles at DeKalb Airport (DKB).
- August 17** Lions Club Pancake Breakfast at DeKalb Airport (DKB).
- August 23** Galt Airport Annual Flour Bomb Competition at Galt Airport (10C), starting at 11:00 a.m.
- August 30** EAA Chapter 95 Fly-In/Open House at Morris Airport (C09).
- Sept 13** EAA Chapter 95 Young Eagles at Morris Airport (C09).
- Sept 13** EAA Chapter 932 Planes & Puppies Young Eagles Rally at Galt Airport (10C).
- Sept 13** EAA Chapter 790 Young Eagles at Lake in the Hills Airport (3CK).
- Sept 14** EAA Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77).
- Sept 21** EAA Chapter 241 Pancake Breakfast at Hinkley Airport (0C2).

Safety Seminars, Webinars and Workshops

AOPA Air Safety Institute: <http://www.aopa.org/asf/seminars/seminar.cfm>

FAASTeam: <https://www.faasafety.gov/SPANS/events/EventList.aspx>

EAA offers free webinars: http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258

EAA SportAir Workshops: <http://www.sportair.com/workshops/index.html>

Find Aviation Events & Destinations

Find more aviation events online at the following sites;

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.generalaviationnews.com/calendar>

<http://www.pilotsofamerica.com>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

<http://socialflight.com/index.php>



2014 Air Show Schedule

Jun 7-8 Rockford AirFest, Rockford, IL
 Jun 13-15 Gaylord Air Show, Gaylord, MI
 Jun 21-22 Milwaukee Air & Water Show, Milwaukee, WI
 Jul 3 Dubuque ...Air Show & Fireworks, Dubuque, IO
 Jul 4-5 Heartland Air Show, IO
 Jul 13-15 Gary Air Show, Gary, IN
 Jul 28-Aug 3 AirVenture, Oshkosh , WI
 Aug 16-17 Chicago Air & Water Show, Chicago, IL
 Sep 6 Waukegan Air Show, Waukegan, IL
 Oct 4-5 Dallas Air Show, Dallas, GA
 Oct 26-29 Redbird Migration Conference
 San Marcos, TX
 Nov 8-9 Monroe Air Show, Monroe , NC

EAA Chapter 932 Officers and Contacts

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Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information

Congratulations!



Illinois Department
of Transportation
Division of Aeronautics



AVGAS

Galt Tenant Price

\$5.73

(includes tax)

Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Owners: Diane and Claude Sunday dsunday905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>

This newsletter is published monthly and distributed via email to approximately 500 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.

2014 Summer Calendar EAA Chapter Events in the Chicago Area

May

- 3rd - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 4th - Chapter 22 Pancake Breakfast at Cottonwood Airport (1C8)
- 11th - Chapter 1414 Mother's Day Pancake Breakfast/Young Eagles at Poplar Grove (C77)
- 17th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 18th - Chapter 15 43rd Annual Pancake Breakfast at Lewis University Airport (LOT)

June

- 1st - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB)
- 7th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 8th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 8th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 14th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 15th - Chapter 153 Father's Day Pancake Breakfast at Schaumburg Airport (06C)
- 22nd - Chapter 579 Young Eagles Special Event at Aurora Airport (ARR)
- 28th/29th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 29th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)

August

- 8th/9th/10th - Chapter 15 Boy Scouts Airfest at Lewis University Airport (LOT)
- 9th - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 16th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 17th - Lyons Club Pancake Breakfast at DeKalb Airport (DKB)
- 30th - Chapter 95 Fly-in/Open House at Morris Airport (C09)

September

- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 932 Planes and Puppies/Young Eagles Event at Galt Airport (10C)
- 13th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 21st - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2)

October

- 4th - Chapter 22 Fly-in Lunch at Cottonwood Airport (1C8)
- 11th - Chapter 95 Young Eagles at Joliet Airport (JOT)
- 11th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 1414 Thank a Vet Pancake Breakfast at Poplar Grove Airport (C77)
- 18th - Chapter 579 Young Eagles at Aurora Airport (ARR)

Visit the chapter websites for more information about each event.



www.eaa.org



www.eaa95.org



153.eaachapter.org



www.eaa932.org



790.eaachapter.org



1414.eaachapter.org



www.eaa579.org



15.eaachapter.org



www.eaa241.org



www.eaa22.org